

UNITED STATES MARINE CORPS
LOGISTICS OPERATIONS SCHOOL
MARINE CORPS COMBAT SERVICE SUPPORT SCHOOLS
TRAINING COMMAND
PSC BOX 20041
CAMP LEJEUNE, NORTH CAROLINA 28452-0041

B303

STUDENT OUTLINE

SITE VISIT, NORFOLK NAVAL BASE/LITTLE CREEK AMPHIBIOUS BASE

OUTLINE:

1. **FIELD TRIP.** During the next three days the BLESC will travel up to Norfolk/Little Creek, Virginia in order to tour two too three different types of amphibious ships. The BLESC will also attend the amphibious assault demonstrator, and visit a static display hosted by Naval Beach Group Two at the Little Creek mud flats. Each of these events is highlighted below.

2. **SHIP TOURS.** Depending on ship availability we will tour either a large deck Amphibious Assault Ship (LHA) or (LHD), or a small deck Landing Ship Dock (LSD) or Landing Transport Dock (LPD). During our stay we will live onboard either the LSD or LPD. This will not only provide you an opportunity to see how your sister service the U.S. Navy lives and works all be it the **ship will be pier side**, but as a 0431 Embarkation/Logistics Specialist it will only be a matter of "not if" but "when" you will find yourself on your first deployment. So with that thought in mind while you are aboard and touring the ships you will be given a sneak preview of your future working environment.

a. **Amphibious Assault Ship (General Purpose) (LHA).** The mission of the LHA is to embark, deploy, and land elements of a Marine landing force in an amphibious operation by helicopter, landing craft, and amphibious vehicles or by a combination thereof.

- Some of the LHA's characteristics were taken from other amphibious ships that are no longer in active service. The idea was to design a ship that could carry amphibious cargo (like the LKA, five hulls are currently maintained in Ready Reserve Fleet (RRF)); Carry a composite helicopter squadron (like the LPH, all of which were scraped except the USS

Inchon, LPH-12, which was converted to a Mine Counter Measures Command Ship) MCS-12; and provide amphibious transport with a well deck (like the LPD, there are 11 active hulls). These features include a full-length flight deck capable of launching and recovering an AV-8 Harrier detachment, and a composite squadron of USMC helicopters. The well deck was designed to accommodate the World War II generation of landing craft of which only the Landing Craft Utility (LCU 1600 series) remains our preferred landing craft when landing from the LHA's well deck. The LHA also provides embarked forces with large vehicle deck stowage areas for USMC equipment and ammunition holds capable of holding 10 days of Class V (W), Class V (A), and other additional supplies maintained in the ships holds. The LHA design has provided commanders with a very unique capability for than 30 years. This design was also adopted into the design of the LHD when the Navy was looking at building a ship that would eventually replace the LHA. There were five ships built and they were named after major battles. The five ships of the *Tarawa Class* are:

Ship Name Home Port

USS Tarawa,	LHA-1	San Diego
USS Saipan,	LHA-2	Norfolk
USS Belleau Wood,	LHA-3	San Diego
USS Nassau,	LHA-4	Norfolk
USS Peleliu,	LHA-5	San Diego

b. Amphibious Assault Ship (Multipurpose) LHD. The mission of the LHD is to embark, deploy, and land elements of a Marine landing force in an amphibious operation by helicopter, landing craft, and amphibious vehicles or by a combination thereof. Also, the LHD is assigned a secondary mission of sea control and power projection.

- As mentioned earlier, the LHD's design incorporates the original design features found in the LHA. The LHD's overall capacity numbers for the landing force embarked personnel, vehicle stowage and cargo stowage are very similar to that of the LHA. The aviation facilities were improved from the LHA's and are capable of supporting a composite helicopter squadron or an AV-8 Harrier detachment. The ship's biggest advances have come in the command and control facilities built into the ship. The well deck of the LHD can accommodate all current types of landing craft currently in use, or can transport up three Landing Craft Air Cushion (LCAC). The LHD combines the capabilities of the LHA and the LSD making it a versatile and extremely capable addition to the fleet. As of

October 2000 current plans call for building eight LHD's. The eight planned ships of the *Wasp Class* LHD are:

Ship Name Home Port

USS Wasp, LHD-1 Norfolk
USS Essex, LHD-2 Sasebo, Japan
USS Kearsage, LHD-3 Norfolk
USS Boxer, LHD-4 San Diego
USS Bataan, LHD-5 Norfolk
USS Bon Homme Richard, LHD-6 San Diego
USS IWO JIMA, LHD-7 Norfolk
*Unnamed LHD-8

c. Dock Landing Ship Whidbey Island Class (LSD). The Mission of the LSD-41 class is to transport and launch loaded amphibious craft and vehicles with their crews and embarked personnel in amphibious assaults by landing craft and amphibious vehicles.

- The LSD-41 class of ship was the designed replacement for the *Thomason Class* LSD, and the *Anchorage Class* LSD. The Whidbey Island Class (LSD-41) was designed specifically to operate with the Landing Craft Air Cushion (LCAC) vessel. It has the largest capacity for the LCAC (four), which is more than any other amphibious platform. It can also provide docking and repair services for the LCAC and other conventional landing craft. In 1987 the Navy requested additional funding to build a *Cargo Variant* of the LSD-41 Class.

- The LSD-49 (*Harpers Ferry Class*) differs from the original LSD-41 by reducing the number of LCACs that it can carry to two. This was done to add additional cargo capacity to the ship.

Whidbey Island Class LSD:

Ship Name Home Port

USS Whidbey Island, LSD-41 Little Creek, Va.
USS Germantown, LSD-42 Sasebo, Japan
USS Fort McHenry, LSD-43 Sasebo, Japan

USS Gunston Hall, LSD-44 Little Creek, Va.
 USS Comstock, LSD-45 San Diego
 USS Tortuga, LSD-46 Little Creek, Va.
 USS Rushmore, LSD-47 San Diego
 USS Ashland, LSD-48 Little Creek, Va.

Harpers Ferry Class:

Ship Name Home Port

USS Harpers Ferry, LSD-49 San Diego
 USS Carter Hall, LSD-50 Little Creek, Va.
 USS Oak Hill, LSD-51 Little Creek, Va.
 USS Pearl Harbor, LSD-52 San Diego

d. Amphibious Transport Dock (LPD). The mission of the LPD is to transport and land-embarked forces and their equipment by embarked landing craft or amphibious vehicles augmented by helicopters in an amphibious assault.

- The LPD is a versatile ship that performs the mission of amphibious transports, amphibious cargo ships, and the older LSDs by incorporating both a flight deck and a well deck that can be ballasted and deballasted to support landing craft. The Navy's newest class of ship, *San Antonio* (LPD-17), is scheduled to replace the older *Austin Class* LPD 4. The new LPDs will have increased vehicle and substantial cargo carrying capacity, which will make it a key element of 21st Century Amphibious Ready Groups. The *San Antonio* class will integrate the latest in shipbuilding and warfighting technologies to support current and future Marine Corps aircraft, the Advanced Amphibious Vehicle (AAAVs) and air cushion or conventional landing craft.

Austin Class LPDs:

Ship Name Home Port Decommission Date

USS Austin, LPD-4	Norfolk	2005
USS Ogden, LPD-5	San Diego	2003
USS Duluth, LPD-6	San Diego	2005
USS Cleveland, LPD-7	San Diego	2008
USS Dubuque, LPD-8	San Diego	2008
USS Denver, LPD-9	San Diego	2005
USS Juneau, LPD-10	Sasebo JPN	2007
USS Shreveport, LPD-12	Norfolk	2004
USS Nashville, LPD-13	Norfolk	2007
USS Trenton, LPD-14	Norfolk	2007
USS Ponce, LPD-15	Norfolk	2008

3. STATIC DISPLAY. Naval Beach Group Two provides a static display at the Little Creek "Mud Flats" consisting of equipment and landing craft from its four different component commands. The static display will consist of a simulated beach landing area complete with beach lateral markings. Students can expect to view the following equipment: LCAC, LCU, LARC V, and Beach Masters equipment.

a. Naval Beach Group Two. The Naval Beach Group, or NBG, is a permanently organized Navy command that provides guidance and training for the four subordinate commands and prepares detachments of personnel and equipment for deploying overseas.

- What does a "Naval Beach Group" do? The Naval Beach Group provides the Navy personnel and equipment to support an amphibious operation or exercise. An amphibious exercise is more than some landing craft pulling up to the beach and the U.S. Marines charging ashore. An exercise can include evacuation of American citizens from hostile territory, delivery of food and medical supplies after a natural disaster, the bulk delivery of fuel or fresh water from a ship anchored off the coast through a pipeline to shore facility, and nearly any other task involves moving from ships off-shore to the beach.

b. Amphibious Construction Battalion Two (ACB2). The mission of ACB2 (SEABEES) is to support Commander, Naval Beach Group Two in Amphibious Force Projection with fully trained and combat ready forces, executing all task timely, correctly, safely, and decisively.

- The history of ACB-2. Although not officially named ACB-2 until 1950, Navy Seabees involvement in amphibious operations began during World War II with landings in Sicily. Those early Seabees, our predecessors, played crucial roles on the way to victory in both the Atlantic and Pacific theaters. Beginning with a brilliantly simple design, the pontoon barge ferries that carry vehicles of war and supplies from ships offshore to the beach have changed little over the years. The Seabee "can do" spirit is also an important part of our legacy that remains vibrant today. What has changed, however, is the addition of new systems used by the dedicated active duty and reserve men and women of the PHIB (short for "amphibious") Seabees. Today we can also support Marine Corps, Army, Navy and Air Force units with an elevated causeway pier, a roll-on/roll-off discharge facility, and various bulk fuel and water systems. Our self-sufficient personnel and equipment

can arrive in the battle area via air transport, Navy ships, Military Sealift Command ships and maritime Prepositioning Force ships. We are also capable of assisting in disaster relief efforts both at home and on foreign soil, and engaging in limited construction projects. Operating in the shallow coastal regions of the world is an important Navy "Forward...From the Sea" mission and one in which we are proud to play a significant role in providing the final link in the sealift chain.

c. Beachmaster Unit Two (BMU-2). BMU-2 is assigned the mission of providing tactical components in support of an amphibious landing. Under the control of a Beachmaster Officer-In -Charge (OIC), the naval beach party team goes ashore early in an assault to control the landing in the beach area. The OIC of the beach party team, as the senior naval representative on the beach, must maintain continuous liaison with the Amphibious Task Force (ATF) Commander and ensure prompt movement of supplies, equipment and troops across the beach. He must further be prepared to facilitate the evacuation of casualties and Prisoners Of War (POW).

- Composition of BMU-2. A beach party team consists of four sections-traffic control, salvage, hydrographic operations and communications/administration. The traffic control section, provided by BMU-2, is tasked with controlling boat traffic in the surf zone, controlling the beaching and retracting of landing craft, and directing the smooth and efficient flow of personnel and material over the beach. The hydrographic section is responsible for reporting surf conditions to the primary control ship and works in conjunction with the salvage section in marking navigational hazards and removing underwater obstacles. The communications/administration section establishes visual and radio communications with the primary control ship and enters prescribed radio net's both secure and unsecured, as soon as possible. All aspects of beach operations are controlled and coordinated through these forms of communications. The administrative portion of the team handles internal house keeping, messing and clerical duties. The Beachmaster is also responsible for the coordination and direction of various other naval elements involved in the landing such as bulk fuel, assault craft, cause way and barge elements.

d. Assault Craft Unit Two. The mission of ACU-2 is to provide trained personnel and combat ready landing craft to operational commanders in support of amphibious operations and training. The following are the primary landing craft employed by ACU-2:

(1) Landing Craft Utility (LCU). The mission of the LCU is to land heavy vehicles, equipment, personnel, and cargo during ship-to-shore of an amphibious assault. The tank landing craft (LCT) of World War II is the predecessor of the LCU. Because of the LCT's versatility and use in landing almost anything, the name was changed to the LCU. This craft has been adapted for many purposes including salvage operations, ferry boats for vehicles and passengers, and underwater test platforms. It is a self-sustaining craft with habitability features found aboard ships. The steel hull provides high durability with deck loads of 800 pounds per square foot. The arrangement of machinery and equipment has been taken into account with built-in redundancy in the event of battle damage.

- The LCU is capable of transporting tracked or wheeled vehicles and troops from amphibious assault ships to beachheads, ramps, or piers. The LCU has both a bow ramp and stern ramps for on-load/offload at either end. The LCU can be married to another LCU for offloading if required.

(2) Landing Craft Mechanized (LCM). The mission of the LCM is to land heavy vehicles, equipment, personnel, and cargo during ship-to-shore of an amphibious assault.

- Like the design of the LCU the LCM-8 comes from the World War II generation of landing craft. The active use of the LCM-8 is limited and is rarely seen on board Naval amphibious ships any longer. The LCM-8's are still placed on board and are still utilized during Maritime Prepositioning Force (MPF) Operations.

e. Assault Craft Unit Four (ACU-4). The mission of ACU-4 is to provide trained personnel and combat ready landing craft to operational commanders in support of amphibious operations and training.

(1) Landing Craft Air Cushion (LCAC). The mission of the LCAC is to transport and land heavy vehicles, equipment, personnel, and cargo during ship-to-shore and across the beach in an amphibious assault.

- The LCAC is a new generation of amphibious landing craft. Combining the heavy lift capability of the surface assault with the high speeds of helicopterborne assault, the LCAC adds a new dimension to the capabilities of the amphibious force. The LCAC is capable of carrying 60-75 ton payload. The advantages of air-cushion landing craft are

numerous, such as carrying heavy payloads like the M1 tank, at high speeds. Their payload and speed means more forces reach the shore in a shorter time, with shorter intervals between trips. The air cushion allows this vehicle to reach more than 70 percent of the world's coastline, while conventional landing craft such as the Landing Craft Utility (LCU 1600 series) can land at only 15 percent of the world's coastlines.

4. EXPEDITIONARY WARFARE AMPHIBIOUS ASSAULT DEMONSTRATOR.

The amphibious assault demonstrator is a multi media presentation theater that depicts a fictional amphibious/helicopter assault from the moment the ships enter the assault phase with aerial and naval shore battery phase to its climatic conclusion on a huge training model table.

5. TRANSPORTATION. The mode of transportation to and from Norfolk Virginia, and all points in between will be fifteen passenger vans. Either an instructor or a student with the appropriate valid drivers license will be assigned from each squad to drive these vans.

6. THE GROUND RULES.

a. Duty Squad. A duty will be established on a nightly basis while embarked aboard ship. The duty squad will provide the quarterdeck duty, and duty driver on a rotating basis. Specifics on special orders for the duty will be passed in separate correspondence.

b. Uniform. The uniform of the day will be utilities. The utility uniform will be prescribed for all official events while in Norfolk, VA. Each student is also required to bring two sets of PT gear.

c. Civilian Attire. Civilian attire will be authorized for either instructor chaperoned liberty events, or regular liberty hours. Civilian attire will also be authorized for the transportation to and from Norfolk, VA. Appropriate civilian attire will consist of a shirt with either pants or shorts (seasonal) with a belt and shoes in good repair. Remember you will be representing the Marine Corps and Logistics Operations School.

d. Liberty. Liberty Call will be authorized after all training events have been completed for the day. Specifics on liberty hours and authorized liberty locations are TBD and will be passed by the Course Manager at the appropriate time. When liberty call is announced the buddy system will be enforced. You must check out with the BLESC duty on the

quarterdeck in appropriate civilian attire with your liberty buddy. You must maintain visual contact with your liberty buddy and stay with your liberty buddy throughout the night. You and your liberty buddy will return to the ship together. Before leaving the ship you will be issued the ships pier location and quarterdeck phone number. Do not lose this. The drinking age in the state of Virginia is 21 on and off base. The duty squad will provide a driver to transport and pickup passengers at hourly intervals at the bowling alley/McDonalds location and the enlisted club.